THE EAST-BOUND RATE WAR

Passenger Agent McCormick, of the C., H. & D., Will Sell Tickets at \$13.

Full Tariff Restored by Other Roads-Christian Endeavor Tickets Likely to Prove a Disturbing Factor for Some Time Yet.

Yesterday was the day to restore rates east-bound, and in the morning such was announced, but about noon E. O. Mc-Cormick, general passenger agent of the Cincinnati, Hamilton & Dayton, instructed his representatives here to resume the sale of tickets at \$13 for the round trip to New York, good until Sept. 15, until further orders. Late last evening neither of the competing lines had instructed its agents to do likewise. It is stated that efforts are being made to induce Mr. McCormick to withdraw the rate. Should they not succeed it is understood that the Pennsylvania and the Big Four will enter the field with low rates again, which means an all summer fight. "They might as well do it," siys a passenger man. "for the Eastern lines bave now gone so far that they have killed all summer tourists' business.'

A more important move is reported as in contemplation by the general passenger agents of the Eastern trunk lines. New York scalpers have thousands of return portions of the Y. P. S. C. E. tickets in their hands, which will be thrown on the market until the limit expires. September 15. To offset this, the trunk lines are conendering seriously putting on sale tickets to Western points to cover the tickets in the hands of scalpers, and at such rates that the scalpers will find the barvest on these return tickets disappointing. General passenger agents of the trnnk lines are asking themselves, "how can we show any revenue from our west-bound business if the travelers purchase the tickets in the hands of the scalpers?" And consequently they propose to take the matter into their own hands, and a west-bound low rate is no w one of the things looked for.

A dispatch from Chicago says: A lively correspondence is going on between Gen- I such promotion. ral Passenger Agent Schastian, of th Hock Island, and Chairman Caldwell, of the Western Passenger Association. resolution, adopted a few days ago by the Western lines, limits to continuous passage the return portions of tickets issued by them on account of the Christian Endeavor and pational educational conventions in New York and Saratoga, making it compulsory for the holders of these tickets to take passage on trains west of Chicago within two days after such tickets are stamped by the trunk-line agent the East. This was done in the face of the fact that stop-over privileges were allowed on the tickets at any point east of Chicago except on the Pennsylvania lines. The Rock Island got an opinlon from its legal department, and declared that it would not abide by the resolution, but would allow holders of tickets the stop-over privilege. Chairman Caldwell do this without violating the agreement, and that he could only justify such action by obtaining the unanimous consent of the other members of the association. In letter to the chairman to-day Mr. Sebastian says the position taken by Vice-chairman Donald, of the Central Traffic Association, is evidently the correct one. That position is that the Eastern reads had waived the restrictions in honoring the tickets of Western connections to New York and that the same privileges should be accorded returning passengers. In his reply to this the chairman reminds the Rock Island that it had it in its power to prevent the adoption of the resolation by voting against it at the time it was introduced. Having tailed to oppose the action at the proper time it was not in a position to set it aside, except in the manner provided by the agreement. The Rock Island, he says, will be held to strict account for any acts it may take contrary te existing legislation on the subject. Notwithstanding, Mr. Sebastian says his company will either allow stop-quer privileges or send the passengers to Chairman Cald-well for redress.

More Discrimination in Rates. The session of the Interstate-commerce Commission, in Omaha yesterday, was very short. Mr. C. W. Varney, of Lincoln, came to Omaha and appeared before the commissioners. He was placed under oath and his testimony was then taken. His testimony was that upon numerous occasions during the past year Reynolds Brothers of Toledo, Gill & Fisher of Baltimore, and several other heavy Eastern firms have paid more for grain than it was worth by from 2 to 4 cents, after deducting the published freight rate from the prices paid in New York. "These men have paid so much per bushel for grain delivered in Chapin, Ill., and time again they have paid 2 to 4 cents more than we could get in New York," said Mr. Var-ney. "We grain men are thoroughly convinced that the railroads have been conferring favors on these Eastern buyers, and we would like to see the exact facts in the case laid bare. The discrimination exists; that is certain. Just what scheme is managed may be a difficult matter to find out." The testimony in the interstate-commerce case in the United States Court at St. Joseph, Mo., in which Howell, Jewett & Co. are charged with violating this law by underweighing ears and bribing agents of the Rock Island, was extremely damaging to the defendants. C. E. Holbert, agent of the Rock Island, and also of the Western Weighing Association, of St. Joseph, testified that during the year 1889 he received about \$1,000 from the Atchison company through Mr. Pierce, its confidentfirmed this testimony, and swore that he paid Holbert money at various times. Another witness, who is also in the employ of the railroad and the Western Weighing Association, swore that Howell, Jewett & Co. threatened to secure his removal unless be consented to underweigh cars. He finally did consent, and was paid money by Howell, Jewett & Co., \$60 of which is now in the bank at Atchison. He did this to expose the methods of the com-Knights Templars' Tickets.

At the special meeting of the Western Passenger Association yesterday the entire session was devoted to a discussion of the proposition to change the dates originally agreed upon for the sale of tickets for the Knights Templars conclave at Denver. The dates originally agreed upon were Aug. 3 to 7, inclusive, but at the urgent request of Denver citizens the Transmissouri was induced to make the selling dates from July 25 to Aug. 10, inclusive, and the Western Passenger Association was asked to take similar action. The members could not agree, some of the lines being unalterably opposed to making such a change, and nothing was done. This was a disappointment to the roads having Transmissouri lines. They cannot look to the Chicago & Alton to pull their chestnuts out of the fire, as General Passenger Agent Charlton says the Alton will abide by the decision of the association.

Yesterday's Freight Meeting. The Chicago and Ohio River Traffic Association held its regular monthly meeting yesterday, and every road's freight department was well represented. Among those present were Albert S. White, of the Big Four; G. J. Grammar, of the Mackey lines; A. D. McLeod, of the C., H. & D.; James Hill, of the Pennsylvania lines (Chicago,) and Robert Geiger, of the Louisville division; R. M. Arnold, of the Monon; S. Sweet, of the Lake Erie & Western. The session was a short one, as there was but little, except of a routine character, to attend to, which would be of no interest to the public. The most important thing accomplished was voting to hold no meeting in August; the next meeting will be held the second Tuesday in September. The after part of the day was devoted to attend-

The Midland Roceiver in Charge. Yesterday Hon. E. L. Layne, of Lebanon, who was recently appointed receiver of the Chicago & Southeastern, commonly known as the old Midland, arrived in Anderson and assumed control of the road. Lapel, which is some eight miles west of Anderson, and

one of the best grain points in that part of the State, has been practically shut off from the market, and the dealers are making much ado about it. The receiver will retain the old force, and make an effort to get trains running once more. The railroad is indebted to Madison coupty over \$6,000, and Treasurer Page, who has the engines of the Midland locked up, proposes to see that the company settles before they are released.

The Pennsylvania Relief Association. The monthly bulletin of the Pennsylvania Voluntary Relief Association shows that there were in June twelve deaths of members of the association, on which benefits amounting to \$5,750 were paid; 295 persons injured in accidents on which \$4,-276.25 benefits were paid, and 445 cases of sickness on which \$5,033 was paid, making a total of \$16,665.05—the smallest benefits paid out in either of the last eighteen months. In the thirty-six months the association has been organized there has been disbursed in death benefits, \$344,060; in disablement benefits, \$353,073.32, making the total disbursements since the association was organized, which was three years the first of this month, \$697,133.32.

Personal, Local and General Notes. M. Callahar has been appointed baggage agent of the Pennsylvania lines at Logansport, vice John Harvey, deceased. D. F. Whitcomb, superintendent of the Union Railway Company, who went East three weeks ago on account of il health, returned yesterday much improved.

H. A. Schwanecke has been appointed chief engineer of a company which proposes to build a road from Lima to Defiance, U., on an old line which is partially graded.

A fine pair of horses was purchased this week in Crawfordsville to be shipped to H. B. Hammond, of New York, president of the Indianapolis, Decatur & Western road. Russell Elliott, who for many years was auditor of the Indianapolis & St. Louis road, is spending a short time in the city. He is now connected with a Colorado road.

The station a few miles out of Chicago on the Pittsburg, Cincinnati, Chicago & St. Louis road, now known as "Shooting Park," will hereafter be called West Pull-

A number of freight conductors on the Pennsylvania lines, in anticipation of need of more passenger conductors during the world's fair travel, are being prepared for

The Elkhart fast-freight line, which begun operations fourteen months ago, running between Louisville and Chicago and Milwaukee, via Benton Harbor, has passed out of existence, dating from July 15. George Clymons, general baggage agent of the West Shore road, died on Sunday last. His remains were taken in a special

number of prominent railway men accompanying the family on the sad trip. The new shops at Princeton of the Louisville, Evansville & St. Louis road were located on Monday and work is to be begun on them at once. There will be eight large buildings, including the round-house, and

Wagner car to Pennsylvania for burial, a

a number of smaller ones. The Nickel-plate is expending money lavishly in improving its road-bed across northern Indiana. Between Fort Wayne and Dawkins twenty miles of new steel rails informed Mr. Sebastian that he could not has been laid in the last thirty days, weighing sixty-seven pounds to the yard, and the bridges are being thoroughly re-

built. The western and northern lines from Indiapapolis have all agreed to make \$29 the round-trip rate to Denver to the Knights Templars and their friends, which is \$5 less than the first announced rates, and less than I cent a mile; further, the tickets will be good to return on for sixty days instead of thirty, as first proposed.

D. F. Coe, assistant general freight agent of the Big Four lines (Michigan division), will retire on Aug. 1, and be succeeded by Homer F. Frost, who has for some time been general agent of the Big Four at Louisville, Ky. Mr. Frost will be succeeded at Louisville by W. W. Root, who has represented the Elkhart lines at

Cincinnati. Samuel Sweet, assistant general freight agent of the Lake Erie & Western road, has just completed his twenty-sixth year in railroad service, and during that time bas never lost a day's pay. His first twentyone years were spent on the Wabash, the last five on the Lake Erie & Western road. His length of service is ample testimony of

his ability as a freight man. The Breyfogle party, building the Bedford Belt road, and the Louisville, New Albpny & Chicago people yesterday adjusted their affairs so far as the Belt road crossing the former's track is concerned. The Belt company agrees to raise its crossing over the Monon, which is an overhead crossing, and unless changed, likely to be a man-killer for the Monon trainmen.

The Pittsburg, Cincinnati, Chicago & St. Louis lines in June show an increase in gross earnings of \$58,278.38, as compared with June, 1891; an increase in expenses of \$92,284.58, and a decrease in net earnings of 33,965.20. For the six months ending June 30 an increase is shown this year of \$884. 359.78, an increase in expenses of \$836,459.75 and an increase of net earnings of \$52,900.08.

W. L. Breyfogle, whose career on the Louisville, New Albany & Chicago road is well remembered, seems to have found no trouble in raising funds to build what he calls his Bedford Belt road. It is stated that construction work is to be begun a once and that Mr. Breyfogle has the funds to push it to completion. Doubtless when completed he expects to sell it to the Ohio & Mississippi or to D. J. Mackey.

General Superintendent Collins, of the Lonisville, New Albany & Chicago road, 18 in the city. He stated last evening that it was the intention of the company to commence at once grading the grounds for the new shops and other improvements at Lafayette, hoping to get in the foundation this fall for the shops and round-house, No work will be undertaken, however, until after Lafayette votes on its subsidy of \$120,000, July 86.

Efforts are making to effect a new agreement between the roads in the Western Traffic Association more binding in its character, hoping for more permanent re-sults. In speaking of this matter yesterday, a railroad official said: "The association has failed in the chief object for which it was organized, namely, the maintenance of rates; yet it must be admitted that the harmony among the Western roads has been greater since the advent of the association than before it undertook to regulate traffic and rates."

The trainmen on the Grand Rapids & Indiana read are this month undergoing the color blind examination, and a number of trainmen who have heretofore successfuly passed the examination have failed. among the number is Clark Snyder, one of the oldest passener engineers on the road in point of service, and George Hall another engineer. Both will be given service in other departments on the road. Three firemen also failed to pass. It is stated that the examining surgeon is much more careful in his examinations than hereto-

The Pennsylvania Railroad Company annonnees that it has decided to discontinue the use of steel ties on those intervals of track where they were placed for experimental purposes. The test has covered a period of tifteen years, during which time the results were carefully noted. The chief objection to the steel tie is that it lacks buoyancy, or spring, and that it will not take hold of the ballast as does the wooden tie. This will be a disappointment to hundreds of railway officials, who had an idea that the steel tie would be a suc-

The New York, New Haven & Hartford railroad will probably be the first steam railroad in the world to substitute electricity for steam on a large scale. This ine was known to be constructing a fourtrack road, but it was not known publicly that the two central tracks were to be equipped with a preference to electricity instead of steam to propel both freight and passenger cars over that portion of the line between New York and New Haven, a distance of seventy-four miles. When the plant is ready the distance between the two cities will be covered in sixty minutes. The Baltimore & Ohio will open the Pittsburg & Western for passenger traffic this autumn on the adoption of the fall and winter schedule. The road is now being operated for freight, and is much easier and more economical than the old line over the Alleghenies. There are only two beavy grades upon it, while the present passenger route has five. But it is not the intention of the company to abandon the route via Grafton entirely for trains to Chicago. One express will be run by that line, while the vestibuled limited and probably one other train will run via Cumberland, Pittsburg and Akron, striking the present line at Chicago Junction, in the

northwestern part of Ohio.

ECHO OF A BAD COLLISION

Damage Suit Growing Out of the Wreck of a Street-Car on Kentucky Avenue.

Another Counterfeiting Case On in the Federal Court-The Son Got Even-Eviction Coses-Miscellaneous buits.

On the 5th day of July Martha Teague was injured in an accident on a West Indianapolis mule car at the Big Four crossing, on Kentucky avenue. Mrs. Teague was on one of Frenzel's palace cars on this line, which came near being run into by a locomotive at this crossing. In attempting to alight from the car she was thrown violently to the ground, and had her hip and knee brused. She says the flagman signaled the driver of the car to stop, but, instead, he increased his speed in his en-deavor to cross in front of the locomotive. She wants \$10,000 for her injuries.

Trial of an Alleged Counterfeiter. The trial of Elisha Robbins, of Deputy. Ind., began, yesterday, in the United States Court. Robbins is accused of dealing in counterfeit money, which he disposed of over the counters of his store in Deputy. The government's chief witness is John T. McCurry, a farmer with an infatuation for the amateur detective business. McCurry bought the bad money from Robbins and turned it over to the United States officers. The defendant asserts that McCurry was not altogether innocent in his purposes. Amzı Whitsett, who is already in prison for counterfeiting, was in the courtroom as a witness for the defense. The trial will be concluded to-day. A large number of the citizens of Deputy are attending the trial.

Fines by Justice Daniels. Frank Berger tore up a lot of flowers in the door-yard of the premises at No. 1 Allfree avenue, occupied by Mrs. Minnie Demott. He was arrested for malicious trespass and fined \$1 and costs by Justice Daniels yesterday. The fine was paid.

Vina Banks (colored) was fined \$1 and costs for provoke upon an affidavit by Nancy Williams, also colored. Oscar Reifers was fined \$1 and costs for assault and battery upon Oscar Queiser. A lot of boys were playing ball back of public school No. 20, on Spruce street, and the ball was knocked or thrown into the school yard. Young Queiser went into the yard after the ball and Reifers, who is the jan-

itor of the building, assaulted him. The Son Got Even. Justice Habich yesterday fined Morritz Kaufman \$1 and costs in each of two cases against him. Kaufman had been a friend of Mrs. Louis Meyer, living at No. 27 Daugherty street, and on last Saturday morning called to see her. She asked him to correct her son Louis Meyer, a barber, for not getting up earlier than he did. Kaufman did so, and was not very choice about the language he used. Young Meyer filed affidavits against him for provoke and profanity. Kaufman has been arrested a number of times, and was once convicted and sentenced to the penitentiary for re-ceiving stolen goods. This case, however, was afterwards reversed by the Supreme

The Landlord Wants Damages. Dr. Charles S. Boynton is suing Henry Hart before Justice Smock for damages done property at 164 Clinton street, owned by Boynton, which was formerly occupied by Hart. The Doctor testified that the tenant had injured the house by pasting pictnres on the walls, driwing nails in the casing, and that they stuffed paper, dish-rags, cigar-boxes and anything else they could get hold of into the sewer-pipe and stopped it up so that he was compelled to'dig it up on trial all day yesterday and will be resumed to-day.

Before the Cadi. In the Police Court, yesterday morning. William Irwin and John Knox, the persons arrested for selling cheap operaglasses, were each fined and sent to the work-house. The case of Horace Murdock, of "buck-board" fame, was again continued until the 27th. Thomas Manley, charged with petit larceny, was held for the action of the grand jury. Matt Gay-ton was discharged upon the charge of sub-ornation of perjury, and fined \$1 and costs for assault and battery. The case of M. J. McDonagh for assault and battery upon his wife was continued until the 23d.

The College Got Left. The Bennett Business College filed suit before Justice Walpole against Samuel Ford for \$65, alleged to be due for a scholarship in the school. Ford's defense was that the coilege was not up to the standard of the representations made to him. The Justice dismissed the case. The business college then sued Ford's wife for the same amount. She testified on the witness-stand that the rules of the school were loose and not enforced, and that it was hardly a fit place for a lady to attend. This case was also dismissed by the 'squire.

Small Wonder She Wants a Divorce. Michael Reinhart, whose present place of abode is the Marion County Work-house. was yesterday made defendant in a divorce snit. His wife Anna, in her complaint filed yesterday, alleges cruel and inhuman treatment, drunkenness and a conviction of the crime of larceny as causes why she is entitled to a divorce. June 21 Reinhart was convicted of larceny. The theft was of a lot of barber's tools from a Madison-avenue

Trying to Eject a Tenant. Parker Carson has filed suit in ejectment against Chas. Kramer. In the complaint Carson says that Kramer, for the past year and a half, has been and now is in possession of certain property in West Indianapolis belonging to the plaintiff, which he wrongfully refuses to surrender. He asks the court to oust Kramer and give judgment against him for \$1,000 damages for the alleged wrongful detention.

Probate Notes. Elmer Dawson yesterday qualified as the administrator of the estate of Jackson Dawson, deceased, giving bond in the sum

John L. McMaster qualified as guardian of Kate, Irvia I. and Ada H. Morrow, with a bond of \$3,000. The Court Record. CRIMINAL COURT. Hon. Millard F. Cox, Judge.

State vs. Dempsey Walters; assault and battery with intent to rape. Trial by court. Under advisement. SUPERIOR COURT. New Sunts Filed. Albert F. Kopp vs. H. T. Adams et al.: suit on note. Demand \$750. Room 2.

Mary Stoy vs. Garrison Lee Stoy: divorce. Abandoment. Room 2. Martha Teague vs. Citizens' Street Railroad Company; damages. Demand \$10,000. Parker S. Carson vs. Charles F. Kramer; ejectment and damages. Demand \$1,000.

CIRCUIT COURT. . New Suits Fried. Anna Reinhart vs. Michael Reinhart; divorce. Jas. I Rooker vs. P., C., C. & St. L. rail-way; damages. Demand \$.00.

Condition of Indiana Crops, The precipitation was very deficient during the past seven days. It many localities no rain fell at all. The temperature was deficient in general. The first half of the week a slight excess prevailed, but a sudden fall in temperature occurred on the 16th, and since then it has been cool, with a temperature below normal every day. There was abundant sanharvesting, threshing and growing crops, although some rain would be quite beneficial to corn and potatoes in many fields.

In the southern and central portions threshing progresses rapidly. Although much light wheat is found in some counties, still, the general yield is good. In the exwheat still progresses, and in many fields cradles have to be used. Corn continues to grow nicely and to improve; in the southern portion much is getting in silk and tassel; the fields are now well cultivated, but the growth varies greatly, ranging from six inches to five feet. Oats everywhere is a heavy crop of excellent quality. Much hay continued to be made, and the crop this year is very great. The fruit crop will be very short; the reports from all sections are very discouraging.

HAUGHVILLE'S DEMOCRATIC DEFAULTER.

He Has Left the Town's Figances in a Bad Mess-Canfield's Demand.

The town of Haughville now finds itself confronted with an indebtedness of \$4,130, due Aug. 1, upon school and fire department bonds, with interest. Unless the money that they lost by the Hocker defalcation is paid into the treasury before that time they will be unable to meet these obligations. The first examination of the books, which was completed yesterday. shows several instances where money was paid out without an order of the board, and others where they are entered upon the books as having been paid by the order of the board, but upon nights which the investigation shows there was no meeting of the board. Frequently since this investigation began missing papers have turned up in very curious and mysterious ways. Monday a batch of road warrants, which diligent search failed to reveal, were found placed in the drawer of the desk in the room where the investigadently been placed in the desk on Sunday by some person too modest to let his name appear in public. It is claimed that persons in Haughville know of Hocker's whereabouts, and keep him posted as to developments. At a special session of the School Board, Mon-day night, Mr. Canfield, the former secretary of the board, served formal notice on Mr. King, the present secretary, that he would demand a thorough investigation of his books. This is interesting, when it is remembered what a difficult matter it was for Mr. King to get possession of the books.

IN THE GAS BELT.

Del'auws to Establish a Big Glass Plant at Alexandria.

The Phillips Land and Gas Company, of Alexandria, closed a contract yesterday with the W. C. DePauw Glass Company for the establishment of a glass plant at that point. The ground was staked off yesterday, as soon as the papers were signed, and the work of excavating begun. The plant is to operate with forty-eight tanks, and will require the services of 450 to 600 men, most of whom will be artisans of a high degree of skill, and will draw a high rate of wages. The cost of the plant, which will occupy forty acres, will be \$100,000. The new Belgiam system is to be used. The gentlemen interested in the land company are A. G. Campfield, I. P. Watts, Daniel Leslie, all of Winehester; F. M. Miliikan, of New Castle; Mortimer Miller, of Richmond, and Mesers. Black and Painter, of Alexandria.

PERSONAL AND SOCIETY.

Mr. Robert Drake has gone to New York. Mr. George Wiegand is visiting in New Hon. John M. Butler and son are in

Venice. Mr. A. H. Snow has returned from a trip to Boston. Miss Hettie and Mr. Fred Adams have re-

turned from a visit to Eastern friends. Miss Elizabeth Wishard, State secretary of the Y. P. S. C. E., has returned from New York. Mrs. Frederick Knefler and Miss Kate

Fonst will go to Terre Haute to-day for a short visit. Mr. and Mrs. Enrique C. Miller and children will leave to-morrow for Mackinaw to spend a month or six weeks.

Mrs. R. B. F. Peirce and daughter, Miss Van Valkenberg, who have been in Europe since January, will sail for home Aug. 3. Mrs. Horatio N. Kelsey, who has been visiting her parents, Mr. and Mrs. Bloomer, will return to her home in Chicago tonight.

The annual midsummer night's lawn fete will be given Friday evening at the Orphans' Asylum grounds, at the corner of College and Home avenue. There will be a band concert and refreshments to attract visitors and a special effort will be made to entertain every one.

Mr. and Mrs. Andrew Goul celebrated their golden wedding last night at their residence, 68 Huron street. Among the relatives and friends present were Mr. and Mrs. Charles Waynant, of Danville, Ind.; Mr. Jesse Thompson and daughters Jessie and Julia, Lawrence Thompson and wife and Jesse D. Moore, of Chicago. Many handsome presents were received by the

Lively Runaway.

old couple.

About half-past 6 o'clock, last night, a team of horses attached to a sawdust wagon of Mann Bros.' livery stable, on Virginia avenue, became frightened just south of the stable and ran away. They dashed across the street and ran into a shed in front of Jacob Wesen er's meat market, and demolished a couple of posts and a sign; continuing up the avenue they ran into tionery, a few doors north. The wagon was smashed and the horses turned south. One of them ran into the livery stable, and the other ran down the avenue, and was caught near the fountain, at the south end.

That Mysterious Envelope, "I would like to know," remarked a gentlemanfamiliar with many of the insand outs of the present court-house ring, "just what the pull is that George Kunn has on our city clerk. It was a surprise to every one that Abrams should make Kuhn his deputy, but there is in the safe of the county clerk a sealed envelope that would throw some light on the subject if one could get a look at it. This envelope is inscribed with the names of George Kuhn and Randall J. Abrame, and bears the words: "Not to be opened except both are present."

Bad Man at Large.

On the 6th of this month a colored man named John Franklyn shot at a woman named Bettie Wheeler. The officers have been looking for him since that time. Last night he was seen, and the officers attempted to arrest him, but he was too swift for them. It is reported that up on Indiana avenue, last night, he passed a little colored girl and knecked her down out of pure "cussedness."

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Send two 2-cent stamps for Mrs. Pinkham's beautiful 88-page illustrated book, entitled "GUIDE TO HEALTH AND ETIQUETTE." It contains a volume of valuable information. It has saved lives, and may save yours. Lydia E. Pinkham Med. Co., Lynn. Mat.2.

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Gents' Clothing cleaned, dyed and repaired. Ladies' Dresses cleaned and dyed. COLLECTING AGENCY. Dealers and others, having to make, advised to try the Na-tional Collecting Agency, 10 Vance Block, Indianapolis, Ind

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Successor to G. W. Brown, third door east of Court house, 156 East Washington street. MANDOLINS AND GUITARS G. A. SICKFORD & CO.,

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SALE OF SCHOOL BONDS Notice is hereby given that scaled bids will be received on and prior to 8 o'clock p. m., Aug. 1, 1892, by the Town Board of West Indianapolis, for twelve

Telephone 115.

(12) one-thousand-dollar school bonds of the town of West Indianapolis, Ind., said bends bearing six per cent. per annum interest, payable semi-anni ally, one folling due in fifteen (15) years, one in sixteen (16) years, one in seventeen (17) years, three in eighteen (18) years, three in nineteen (19) years and three in twenty (20) years from date; all bids to be directed to John W. Pierson, president of the Board of Trustees of said town. For further informat on apply to said John W.
Pierson or Van Vorhi. & Spencer, attorneys for said
town, Indianapolis, Ind. By order of the Board of
Trustees of the town of West Indianapolis.

JOHN W. PIERSON, resi'ent.

Attest: HENRY C. FINCH, Town Clerk.

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